

(1) When the DPM is less costly and will satisfy the member's requirements.

(2) When use of the DPM is mandatory (see paragraph 4002. a.) .

(3) When TGBL service is unavailable, impractical, or will not satisfy the member's requirements "

(4) When use of the DPM is directed by Headquarters, MIMC.

(5) For Air Force-sponsored UB shipments, the DPM shall be used exclusively, except for those locations where Code J service is available.

b. Mandatory cost Comparisons. When, in the judgement of the origin PPSO, two or more TGBL modes (air, surface, or a combination thereof) or TGBL codes of service within a given mode will satisfy the member's requirements, the TGBL transportation mode and an applicable code of service for the lowest Overall cost shall be used. Cost comparisons shall be made for this determination. Lowest overall costs shall be based on an assessment of all costs associated with the shipment that are known or can be estimated reasonably, to include the following :

(1) Transportation and accessorial charges.

(2) Temporary lodging allowance, when applicable.

(3) Administrative expenses, when identifiable.

(4) Management time and effort required by both the PPSO and the member to accomplish the mission.

c. Mode/Code Selection Guide.

(1) General. The Code/Pbde Guide is a listing of all international traffic channels showing the lowest to the highest cost code of service. This guide provides assistance to the PPSOs in selecting the most economical method of shipment, and was developed to reduce the time needed by the PPSOs for cost analysis.

(2) costs. The costs shown in the Code/Mde are total through costs. A breakdown of the codes of service and the costs making up these codes are as follows :

(a) Codes 4, 7, and 8 are all inclusive rates filed by ITGBL carriers. Only the carrier's rate is listed and totaled. These rates consist of all origin services, line-haul, ocean/air costs, and destination services. (Unpacking is not included in Codes 7 and 8.)

(b) Code 5 consists of the carrier's rate plus the MSC ocean and MIMC port handling costs or adjusted cost.

* (c) Codes T and J consist of the carrier's rate plus AMC rate or adjusted cost. (Terminal handling costs are included in the AMC rate) .

A schematic diagram showing a polymer chain with a crosslinker Y. The polymer chain is represented by a wavy line. Above it, there are two horizontal rows of vertical lines, representing a network or a crosslinking structure. The crosslinker Y is indicated by a dot on the polymer chain and a label Y below it.

* (3) Scope. The Code/Mode Guide also contains costs for shipments moving under the direct procurement method (DPM) . Packing and containerization costs are obtained from "tie contracts submitted. Also included in the total cost of the DPM are the linehaul and Government overhead costs. All costs received on DPM contracts, MSC, and AMC are converted, as necessary, to dollars and cents per hundredweight. Consideration is given to density and space utilization which allows the total cost for each method to be stated in the same unit . The following provides a breakdown on the DPM codes and the costs used to obtain total through costs.

(a) HE - DPM household goods moving by MSC . This code consists of the MSC rate, MIMC port handling costs, origin/destination service, linehaul to/f mm ports, and Government overhead.

* (b) HG - DPM household goods moving by AMC. This code consists of all the same costs as "HE" except the AMC rate is used instead of the MSC rate and MMC port handling costs.

* (c) HF - DPM household goods roving by MSC. This cede consists of the MSC rate, MIMC port handling costs, origin/destination service, and linehaul to/f rom ports .

(d) BE - DPM baggage moving by MSC. This code consists of the MSC rate, MIMC port handling cost, origin/destination services, linehaul to/f rom ports, and Government overhead.

* (e) BG - DPM baggage moving by AMC. This code consists of the same costs as "BE" except the AMC rate is used instead of the MSC rate and MIMC port handling costs .

* (f) BF - DPM baggage moving by commercial air. This code consists of origin/destination costs plus commercial air costs between contractors' facilities.

(4) Computations. The Code/We Guide is based on total costs only. In those rate areas where there are more than one PPSO, the origin and destination costs associated with movement via DPM are computed on an average. Instructions contained in the Consignment Guide, operational considerations, or service-directed movements may take precedence over the information provided in the Code/Mode Guide.

(5) Cost Additives. Cost additives are provided with the Cede/Mcde Guide so PPSOs can develop cost comparisons using the rates that apply directly to their installation. When constructing the code/mode guide, it is necessary for costs within rate areas to be averaged. ADP limitations prohibit construction of the code/rode by GBLOC to GBLOC. So, to enable PPSOs to pinpoint their costs, we have developed cost additives for their use.

5003. International Procedures.

*a. European Intratheater Rates. Both MTOP-T-N and the Inland Theater Directorate, MIMC Europe, Personal Property Division (MTEEU-PP) solicit Code 4 rates for several European Intratheater channels as shown in the rate printout for the affected areas. However, these rates are to be used only at the direction of MTEEUR-PP. MTEEUR-PP will perform a cost comparison between these MTOP-T-N solicited rates and rates solicited locally to determine the most economical method of shipment.

b. Acceptance of Rate Filings. Solicitations for ITGBL rates shall be sent to, and responsive rates shall be received from DOD-approved qualified individual carriers and forwarders. Solicitations shall contain governing rules, procedures, requirements, accessorial rates and charges, ports, estimated tonnage, and other information regarding the ITGBL Program. Traffic shall be awarded to those now rate responsible carriers and forwarders whose rates are responsive and most advantageous to the Government. A responsible carrier is one who:

(1) Is listed on the MIMC list of approved carriers and freight forwarders.

(2) Has appropriate operating authority and licenses.

(3) Has adequate financial resources.

(4) Has the ability to comply with required delivery performance schedules.

(5) Has a satisfactory record of performance, integrity, and is otherwise qualified under applicable law and regulations.

c. Rate Verification. Carriers are required to verify the rates shown in block 31 of the PPGBL upon receipt and prior to performing any services. Should the rate not agree with the carrier tendered rate, the PPSO will be informed telephonically. The PPSO is responsible for verifying destination rate area, carrier's rate, cancellation listing, etc., to determine discrepancy. At no time will the carrier be allowed to perform any services until PPSO and carrier are in agreement of rate. Carriers will notify MTOP-O if PPSOS fail to provide PPGBL in a timely manner.

d. Tenders. Tenders, including MBT's governing rules for application of accessorial rates and charges of rate bureaus and associations engaged in collective rate-making functions inconsistent with the Government goal to maximize competition shall not be solicited and received by PPSOs.

e. Effective Dates for Rates.

(1) ITGBL Rates. Effective dates for ITGBL volume rate printouts are shown at the top of the covering page. Generally, volume rate printouts are effective for the 6-month periods starting April 1 and October 1 of each year.

(2) OTO Tenders. OTO tenders are effective on the date the carrier is notified of the shipment award by HQMIMC. Carriers normally indicate this date as the issue date of the tender. Tenders are reviewed by HQMIMC, and administrative acceptance is noted on the tender.

f. Rates and LOIs. Before filing any rates with HQMIMC, a carrier must have an accepted LOI on file with all PPSOs controlling the distribution of traffic from an origin rate area.

g. Rate Filings as Related to the LOI - ITGBL Rates.

(1) If a carrier files ITGBL rates for a rate area and fails to have an accepted LOI on file at any installation from which these rates apply, the affected PPSO immediately shall notify Headquarters, MIMC, ATTN: MTOP-T-N, by priority message. Headquarters, MIMC, upon investigation of each such case, shall notify all affected PPSOs of action to be taken regarding use of that carrier's rates.

(2) If a carrier with ITGBL rates loses an agent, resulting in return of the carrier's LOI, and the carrier fails to obtain a new agent within 45 days, the affected PPSO immediately shall notify Headquarters, MIMC, ATTN: MTOP-T-N, by priority message. Headquarters, MIMC, shall notify all affected PPSOs of action to be taken in regard to the use of that carrier's rates.

h. OTO Rates.

(1) General. The PPSO shall request all OTO rates from HQMIMC, and may not solicit or accept OTO rates directly from an ITGBL carrier.

(2) Criteria for Requesting OTO Rates. The PPSO shall request OTO rates from HQMIMC, when:

(a) Origin-to-destination rates are not listed in the ITGBL volume rate printout.

(b) An ITGBL shipment is diverted to or from a point for which there is no available rate.

(c) A shipment requires conversion (for example, from Code 4 service to Code 5 or from Code 7 to Code 8 due to a strike or other condition that impedes timely service, and the carrier does not offer rates in the alternate code of service).

(d) A shipment must be reshipped within the term contained in the ITGBL solicitation.

(e) When a carrier accepts shipment on a channel where it has no effective rate on file, that acceptance constitutes an agreement by that carrier to perform the transportation services at a rate negotiated under these procedures. If there is an MIMC accepted rate on file for the channel, then the rate in effect will be the negotiated rate.

(a) When Specifically designed crates or containers are determined by the PPSO to be necessary for the safe transportation of certain items, authorization shall be contained on the DD Form 619. The PPSO may authorize special containers (closed) for safe transit of motorcycles that will not fit in Type II or similar containers. Special crates [open slated] for items of unusual nature, motorcycles, minibikes, and mopeds that will fit in Type II or similar container may also be authorized for safe transit. In all instances the ultimate responsibility for deciding whether crating is necessary is the carriers, however, the PPSO is responsible for determining if payment is - - - Packing service for these shipments is included in the applicable sm. In shipments where specifically designed crates or containers have been used, DD Form 619 shall show the cubic foot measurement of crates or containers used and authorized at Government expense. The Government will not be liable for any charges incurred by unauthorized crating.

(b) All entries for appliances serviced by a third party shall be supported by an invoice stating the type of service performed. The member, member's agent, or PPSO's representative shall initial each appliance servicing entry. As certification that the stated service was performed, domestic TGBL carriers shall specify, in the appropriate spaces, the MAXPAK rate per hundredweight and the actual charge for items included in the MAXPAK rate. The carrier also shall indicate the weight of PBP&E in the shipment. If the shipment does not contain PBP&E, the carrier shall enter "none" in the appropriate block.

(c) Items of unusual nature such as, but not limited to, shrinks, wall units, water beds, grandfather clocks, hot tubs, pool tables, pipe organs and satellite dishes that may require special service (to include disassembly and assembly) by a third party, carrier or carrier agent. Other services which may require the use of a third party include rigging, hoisting, or lowering an article for placement or removal from a residence.

* (d) Third party service is defined as a service which is not normally or routinely performed by household goods carriers or agents. It is further defined as a service which may require the skills of a craftsman other than a carrier or agent to accomplish. Traditionally, third party services have been associated with the assembly or disassembly of unusual household goods articles found inside/outside a residence; and with the preparation of certain household goods articles which require special servicing for safe transportation. When required, the carrier or carrier's agent will request approval from the PPSO, to arrange for third party service. Charges for third party will be advanced by the carrier or agent and billed as an advanced charge for reimbursement. A bill for third party service must be supported with a copy of the bill paid by the carrier or the carrier's agent. Information that must be provided on a properly prepared third party service bill (see Figure A-8, Appendix A, for billing instructions) or invoice is as follows:

(1) Company name.

- (2) Company address.
- (3) Company telephone number.
- (4) Bill must be signed by the property owner or designated agent.
- :- (5) shippers name.
- (6) Description of service performed.
- (7) Itemization of charges if more than one service is performed.

b. Payment of Transportation and Accessorial Charges upon Placement of the Shipment in SIT.

(1) Payment of transportation and accessorial charges from the origin point to the point of SIT may be made upon completion of the transportation to the storage point before ultimate delivery to the final destination. To effect such payment, the carrier shall:

(a) Obtain appropriate signature and initial certifications on the DD Form 619 to support charges for accessorial services performed at origin.

(b) Complete the certificate of liability and storage on the front of the original PPGBL. The carrier shall obtain verbal authorization from the responsible PPSO for placement of the shipment into SIT. This authorization shall be evidenced by a SIT control number entered on the certification.

(c) Submit the DD Form 619 and original PPGBL, attached to the original Public Voucher for Transportation Charges, SF 1113, to the responsible paying finance center.

(2) The carrier may add a statement to the certificate of liability and storage designating its warehouse agent to voucher and receive payment in the name of the line-haul carrier for SIT and related charges authorized on the PPGBL. A signed duplicate copy of the certification shall be attached in support of the supplemental billing for such charges.

(3) Payment of additional charges accruing against a shipment after delivery into SIT shall be made upon presentation by the carrier of a second SF 1113. This second voucher shall bear the same bill number as the original, with a letter suffix starting with "A" (for example, '112345-A'). When the warehouseman has been authorized to submit the billing on the carrier's behalf, the voucher need not bear the same bill number (with a letter suffix).

FROM: CPPSO NORFOLK VA {First Destination PPSO}

TO: NORTH AMERICAN VAN LINES {Carrier Tendered Shipment }

INFO: ABC WAREHOUSE, INC. {SIT Facility}

416BMW GRIFFISS AFB NY //LGTT// {Origin PPSO}

CDR USAARMC FT KNOX KY / ~~/DIO-TRANS//~~ {Second Destination PPSO}

UNCLAS

SUBJ: CERTIFICATE FOR DELIVERY FROM SIT

1. SHIPMENT INFORMATION:

A. THE PERSONAL PROPERTY SHIPMENT OF: JONES, ROBERT E. ,
{Maker's Name}

SSN: 000-00-0000, RANK: SFC/ARMY. TENDERED TO GBL NO. AB,000,000, CODE 1,
{Social Security No. }

TO NORTH AMERICAN VAN LINES {NOAM}, BY PPSO AT GRIFFISS AFB, NY ON 3 FEB 92.
 {Name of Carrier & SCAC} {Origin PPSO} {Pickup Date}

B. PLACED IN SIT ON 24 FEB 92 AND ORDERED OUT ON 23 APR 92 FROM

ABC WAREHOUSE, INC., SIT NO. 0000 0A000 , TO BE DELIVERED TO LOUISVILLE, KY
 {SIT Facility} {City & County of

{JEFFERSON COUNTY}.
Final Destination}

*C. SIT USED AT FIRST DESTINATION: 60 DAYS; REMAINING SIT AUTH 30 DAYS.

2. NO OTHER GBL WILL BE ISSUED. ALL CHARGES WILL BE COMPUTED IAW DELIVERY FROM SIT RATE CONTAINED IN APPLICABLE MILITARY BASIC ~~TENDER SUPPORTED~~ BY DD FORM 619.

3. AUTHORIZING OFFICIAL:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE

TYPED NAME TITLE OFFICE SYMBOL AND PHONE

SIGNATURE

FROM: JPPSOWA CAMERON STA VA {Requesting PPSO}

TO: ABC MOVING AND STORAGE, INC. {Carrier Tendered Shipment}

344 OAK STREET, NEWTON, MI 48217

INFO: NAS MAYPORT FL {New Destination PPSO}

NAF SIGONELLA SICILY {Origin PPSO}

UNCLAS

SUBJ: CERTIFICATE FOR DIVERSION

1. THE PERSONAL PROPERTY SHIPMENT OF: JONES , ROBERT E. , SSN: 000-00-0000
{Member's Name} {Social Security No. }

RANK: SFC/ARMY. TENDERED ON GBL NO. AB,000, 000 TO ABC MOVING AND STORAGE,
{Name of Carrier & SCAC}

INC. {AMSI} BY THE PPSO AT NAF SIGONELLA, SICILY, ON 14 JUN 92, WITH
{Origin} {Pickup Date}

DESTINATION OF WASHINGTON , DC, WAS DIVERTED AT BALTIMORE, MD, ON
{Destination} {Diversion Point }

28 JUL 92 TO MAYFORT', FL, WITH A NEW RDD OF 16 AUG 92.
{Diversion Date} {New Destination}

2. MODIFIED PCS ORDERS , DATED 20 JUL 92, ARE AUTHORITY FOR DIVERSION.
{Identify letter or other authority or reason for diversion & new RDD}

3. NO OTHER PPGBL WILL BE ISSUED. ALL TRANSPORTATION COST, DIVERSION CHARGE,
AND ADDITIONAL COSTS , IF ANY, WILL BE COMPUTED IN ACCORDANCE WITH APPLICABLE
RATE SOLICITATION AND CHARGED TO THE APPROPRIATION SHOWN ON THE ORIGINAL PPGBL.

4. AUTHORIZING OFFICIAL:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE

TYPED NAME TITLE OFFICE SYMBOL AND PHONE

SIGNATURE

(figure 5-6)